THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) to (c) and (e) and (f) Development and recognition of tourist centres is a continuous process and is primarily the responsibility of the State Govt.

(d) The Department of Tourism does not have any system of recognising or declaring places as tourist centres. However, there are several places in Madhya Pradesh like Bhopal, Gwalior, Indore, Khajuraho, Mandu, Sanchi, etc. which are visited by a large number of tourists. Identification and development of such places is a continuous process and is primarily the responsibility of the State Governments. According to the information available from the State Government, the number of tourists who visited Khajuraho, Sanchi and Mendu during 1995 is given below:

	Domestic (1995)	Foreign
Khajuraho	183811	52102
Sanchi	69554	4409
Mandu	171452	1890

[English]

Passenger Aeroplanes

6462. SHRI RAMCHANDRA VEERAPPA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of passenger aeroplanes required for the next five years and the details of the schemes of the Ministry to purchase these aeroplanes in future for the smooth functioning of the civil aviation industry and the amount of foreign exchange likely to be spent in the purchase of these aeroplanes;

(b) the target of the investment proposed to be made by the Indian Airlines over the next five years and the sources from where this investment is proposed to be mobilized and the benefit likely to be accrued therefrom; and

(c) whether the private airlines have stressed the need to induct more aeroplanes in view of the increasing traffic and if so, the manner in which they propose to arrange these planes and the details of the sources from where they propose to mobilize funds for this purpose?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) and (b) On the basis of optimistic scenario and plan induction of aircraft by private operators and Indian Airlines, the induction of 125 seat capacity aircraft each year in the next 4 years upto 2000 AD has been tentatively assessed as under:-

Year	No. of Aricraft
1997	10
1998	11
1999	12
2000	14

Since private airlines import aircraft generally on lease basis, it is not possible to indicate the amount of foreign exchange likely to be spent. However, in accordance with the projections made by Indian Airlines for the next five years, depending upon the likely growth rates, estimated total investment would be between Rs. 8,883 crores and Rs. 11,340 crores and the foreign exchange content would be of the order of Rs. 8,735 crores to Rs. 11,151 crores, respectively. This investment would be for replacement of old aircraft and to meet the projected traffic growth, which would be met out of external commercial borrowings, injection of equity by the Government, interest free loan/ financial support by the Government etc.

(c) Yes, Sir. Private airlines generally import aircraft on lease basis from foreign sources. On 12th March, 1997 a meeting was held with the representatives of the Department of Banking, leading financial institutions, commercial banks and scheduled airlines to discuss financing policy for private airlines operating in the domestic sector, with a view to facilitating arrangements to meet their long-term requirements. Follow-up action by R.B.I. in this regard is in progress. In the meeting held by R.B.I., Airlines operators have agreed that existing R.B.I. guidelines cover their cases also. In view of this consensus, a review of the R.B.I. guidelines on credit dispensation is not required at this stage. However, R.B.I. intends continuing regular meetings to assess and review the position regarding financing of airlines industry.

Supply of Coaches

6463. SHRI BALAI CHANDRA RAY: Will the Minister of RAILWAYS be pleased to state:

(a) the number of coaches produced by the different coach factories during each of the last three years, coach-wise;

(b) the number of AC1, AC2, AC3, SL, ordinary, EMU coaches supplied to Eastern, South-Eastern and North-East Frontier Railways during the above mentioned period compared to other zonal railways;

(c) the reasons for less supply of coaches to the above mentioned three zonal railways; and

(d) the steps taken by the Government to provide new coaches to Eastern, South-Eastern and North-East Frontier Railways so that old coaches could be replaced and more EMU services could be introduced?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) There are four units manufacturing coaches in the country, two in Railway Sector, viz. integral Coach Factory and Rail Coach Factory and two in Public Sector, viz. M/s Bharat Earth Movers Ltd. and M/s Jessops & Company Ltd.